

20 Jan 30

COMMISSIONER BOWERS' REPORT

Dogfish Flesh Is Wholesome Food of Good Flavor.

Their Numbers Would Increase if Market Were Created.

The annual report of Commissioner of Fisheries George M. Bowers, to the secretary of commerce and labor for the fiscal year ended June 30, 1905, has been issued.

Under the heading of "Food of Dogfishes," the commissioner says:

"For several years there have been conducted investigations upon the food of certain fishes of little or no food value, though of considerable indirect importance, and this work has been continued in 1905. Two species, the smooth dogfish and the horned dogfish, which were studied in southern New England, have been shown to be so destructive to food species as to be a distinct menace to the fisheries.

"The smooth dogfish feeds principally on large crustaceans, nearly all of which are of direct economic value, and conspicuous among which is the lobster. Estimating the number of smooth dogfish in Buzzards Bay as 100,000, which is conservative, and allowing each dogfish one lobster in three days, there would be represented a destruction of 150,000 lobsters in one month, or 750,000 during the five months of the presence of the dogfish in the region.

"In the vicinity of Woods Hole the principal food of horned dogfish is a little jellyfish, but observations on other parts of the coast indicate that not only food fishes but the nets and lines of the fishermen are destroyed. Ground fishing in Boston Bay in 1903 yielded an average of \$3 a day per man during July and August, but in 1904 the horned dogfish was present in such great numbers that it was impossible to catch anything else.

"When fish of value were taken they were torn in pieces by dogfish before they could be landed. Herring, mackerel, and other food fish are torn from the gill nets by this species, which, when itself enmeshed, so tears the twine with its teeth and abrades it with its

rough scales as to ruin the nets. It is estimated that in 1904 the loss in catch and gear from this cause amounted to \$10,000 in Boston Bay alone, and the destruction extends in even greater measure northward. The damage has vastly increased in recent years.

"The most practicable way to hold these destructive fishes in check would be to make them of commercial value. Although they have fewer enemies than most fishes, on the other hand they do not breed so rapidly, and if a market for them were created it would not be long until their numbers would decrease. The species offer commercial possibilities, of which some are suggested: (1) The skin makes a good polishing leather for metals and hard wood; it is used for this purpose by cabinet-makers in many parts of Europe. (2) The liver, at least of the horned dogfish, when boiled down into oil gives a fair yield, but at present the price of dogfish livers is too low to make this business pay. (3) The fins yield a considerable amount of glue; by simple boiling a fair quality was extracted. (4) The flesh is a wholesome food, and is eaten in Europe and elsewhere; it is free from bones, and when cooked it is of delicate texture, somewhat dry, with a good flavor, resembling halibut, but more delicate."

Regarding the fisheries of the United States the commissioner says:

"The value of the water products taken and sold by United States fishermen in 1905 was approximately \$56,250,000, and this sum is exclusive of the very considerable fisheries of insular possessions and the immense quantities of fish taken for home consumption and by sportsmen. In no other country are the

commercial fisheries more valuable as a whole than in the United States, and in no country is the financial condition of the fishing population better. The number of persons who make a livelihood in this industry is about 232,000, and the capital invested exceeds \$82,000,000.

"At Gloucester, Mass., several much-needed improvements to the buildings and station have been completed. Among the principal of these were the laying of a marine telephone cable from the island to the mainland, and a considerable addition to the pier. A wing to the hatchery, 20 by 30 feet, was erected, and the foundations of the building and those under the boiler and chimney were strengthened. The main hatchery, containing the lobster apparatus, was fitted throughout with galvanized iron pipe, and by a re-arrangement of the tables, room was made for five additional cod tables, thus increasing the total capacity from 50,000 to 65,000 cod eggs."

Jan. 31

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Willie L. Swift, Bucksport, Me., 300 qtls. cured fish.

Sch. Elmer E. Gray, via Boston, 25,000 lbs. fresh fish.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, 4.00 for medium.

Salt hake, \$1.25.

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Shore frozen herring, for bait, \$2.50 to \$3.50 per cwt.

Fresh halibut, 12 cents per lb for white and 8 cents for gray.

Splitting prices of fresh fish, large cod, \$2.40 medium cod, \$1.50; haddock, \$1.00; hake 90 cts.; cusk, \$1.50; pollock, 65 cts.

Boston.

Sch. Motor, 3000 haddock, 9000 cod.

Sch. William A. Morse, 10,000 haddock, 3000 cod, 400 halibut.

Sch. Mooween, 65,000 haddock, 5000 cod.

Sch. Preceptor, 60,000 haddock, 25,000 cod, 1000 hake, 10,000 cusk, 2000 pollock, 800 halibut.

Sch. Emily Cooney, 7500 haddock, 200 cod, 500 hake.

Sch. Mary A. Whalen, 45,000 haddock, 3000 cod, 3000 hake.

Sch. Belbina P. Domingoes, 9000 haddock, 1000 cod.

Sch. Louise C. Cabral, 7000 haddock, 500 cod, 1500 hake.

Haddock, \$1 to \$1.75; large cod, \$3 to \$4; market cod, \$1.50; hake, \$2 to \$2.25; pollock, \$2.50.

Herring Notes.

Sch. Lucinda I. Lowell, which has been to New York and discharged her cargo of frozen herring, arrived home last night with a cargo of coal for the Gloucester Coal Company.

Jan. 31

THE MODUS VIVENDI.

Request Made To Do Away with the Tonnage Tax.

Others, However, Favor No Granting of the Licenses.

A Halifax, N. S., dispatch of yesterday says:

Strong representations in favor of the abrogation of the *modus vivendi* by which American fishermen have the privilege of purchasing bait, ice, seines and supplies, shipping crews and trans-shipping their catch in Canadian harbors, were made today to the tariff commission.

The question was brought up on application of J. A. Mackassey of Halifax for a reduction of license fee of \$1.50 a ton now paid by American fishing vessels for these privileges. He urged that these fishermen spend a great deal of money along the Atlantic coast and that their coming should be encouraged.

This request was vigorously opposed by C. H. Mitchell and A. E. Jones, leading fish merchants of Halifax, who argued that instead of limiting the restriction the fishermen should be debarred from the advantages that they now enjoy in Canadian waters, for which the small license fee was no compensation.

They made a strong plea for the abrogation of the *modus vivendi*, claiming that it was building up American fishing ports and fleets at the expense of Canada, and that Nova Scotians were investing their capital in and manning the Gloucester fleets. The only possible return to Canada was the money spent for bait at the coast ports, but as the supply of bait was inadequate for home fishermen, the result was ruinous to Nova Scotia's fishing interests, shut out from the American market by a high tariff.

Hon. W. S. Fielding, minister of finance, replied that the matter was of great importance and that the commission would submit the representation to the government.

OUR PENSACOLA LETTER.

Heaviest Red Snapper Receipts Known for Years.

Two of Crew of Sch. Gertrude Somers Are Lost.

A letter to the TIMES from its Pensacola, Florida, correspondent, dated January 28, says that the receipts of red snappers the past week have been heavy, three firms having 80,000. The receipts were by many thousands the largest known there for years. Eighteen vessels from one firm landed 40,000. Some of the vessels that arrived there two or days ago had not been able to take out.

The fleet averaged about 20 days on this last trip, the average share being \$25, and the largest \$46. The stocks were from \$900 to \$1000, the Algoma, Capt. C. P. Matheson, being high line. The weather has been fine and fish plentiful in the deep water on Campeche Bank.

Sch. Clara R. Grimes, formerly of this port, broke from her moorings during a storm a week ago Sunday night and went ashore on the beach. She was damaged by pounding on the rocks and sank. She has been raised and repaired, the damage not being heavy.

The steamer Shinnecock, while coming up Key West harbor on the night of January 19, ran into a dingy containing three of the crew of sch. Gertrude Somers. Two of the men, who were Danes, and whose names were not known were drowned, and Oscar Berry was rescued by a boat from the steamer.

ALLEGED HALIBUT POACHING.

By American Steamers in British Columbia Waters.

Former Gloucester Man Talks Plainly on Subject.

A matter which has been attracting the fishing interest of this country and Canada, as well as England, is the alleged poaching by American halibut catchers in the Pacific ocean, in Dominion waters.

A great hue and cry has been raised over the matter in British Columbia, as most of the alleged poaching is claimed to have been done in the waters of that province. Meetings have been held at places in British Columbia and hearings have been given by commissions sent by the Dominion government to hear the complaints.

The matter has been one of considerable interest here, because the New England Fish Company, which operates several fishing steamers on the Pacific coast, has its headquarters here and several of our citizens are interested in the concern. Again, the American Halibut Company, composed wholly of Gloucester fish men, also has halibut steamers in these Pacific waters. The International Fisheries Company of Tacoma, Washington, in which Gloucester capital is also understood to be interested and of which concern Mr. Herman E. Pool, formerly of this city, is manager, is also largely interested in this western halibut fishery.

The Pacific Fisherman, a standard publication devoted to the Pacific fisheries, in a recent number, has an interview with Mr. Pool that sheds a good deal of life on the whole controversy and states in very plain manner about how the whole thing stands. It is about the first presentation of the American side of the case that the TIMES has seen and certainly the most complete and detailed, and its reproduction here will undoubtedly be read with interest. Mr. Pool is the son of Capt. Samuel G. Pool of the American Halibut Company of this city, who also has two other sons, Gardner and Samuel G., Jr., engaged in the wholesale fish business on the Pacific coast.

Aside from being a good presentation of the poaching question, the article throws much light on the Pacific halibut fishery and coming from a man of Mr. Pool's standing, is to be considered as accurate.

"The fact is," said Mr. Pool, "that American companies do not carry on fishing for halibut in Canadian waters. They keep well outside of the three mile limit, and more frequently operate fifteen to twenty miles off shore. Canadian harbors are used to a slight extent and only in time of stress, and if they run in under actual necessity, they are entitled to remain 24 hours.

"If the American companies are violating the international law by fishing in their territory, why don't they arrest us? The truth of the matter is that there is a lot of agitation going on about Americans poaching in Canadian waters that is absolutely without foundation.

"It is the general impression among the dealers on Puget sound, the Canadian people have no desire to drive the New England Fish Company from Vancouver, but by false impressions of the absolute necessity of using Canadian waters for halibut fishing think they may possibly force the companies at present operating on Puget sound to do business in Canadian territory. This they will never be able to accomplish.

"It would be the rankest folly for the people of Vancouver to be so far affected by prejudices awakened by jingoists as to drive the New England Fish Company from Vancouver, because it is one of their most important enterprises, dispensing very large sums of money for supplies, wages and maintenance of its fleet, etc.

"The residents of that city should make no mistake. They will be striking at their own interests if they compel the withdrawal of that company. It certainly does not have to do its business from that point. It may be a little nearer to the fishing grounds, and the expense slightly less therefore in transporting to Vancouver than to a port on Puget Sound, but on the other hand, they were obliged to pay more for their supplies on account of heavy duty, so there are other considerations which just about offset Vancouver's slight advantage in lesser steamer transportation costs.

"Another statement that is absolutely ridiculous was recently made by W. E. Miller, of Nanaimo, that Americans are importing herring, putting same up in a stale condition at Seattle as Nanaimo packed herring, thus injuring the prestige of their product. Now it would be impossible to market such an article with profit as the trade demands only the very best product.

"This is a sample of the many absurd charges now being made in British Columbia without reason and having no foundation. The only use to which Nanaimo herring can be put, loaded at Puget Sound ports, is for bait or a very inferior smoked product, as every packer of salt herring will testify that cured herring of any kind are obliged to be handled direct from the water.

"A great deal is being said about there being a monopoly in the halibut business. The fact is there is no monopoly, and anyone can engage in the business who so desires. The only advantage such companies as the International Fisheries and New England may have is on account of the fact that they have their connection with the east for prompt, regular distribution and careful service to the dealers well established. The market for halibut is not unlimited. We would operate more steamers and increase the output if the consumption would take the additional product.

"Again we hear of enormous profit being made in the halibut business. A large part of this talk is by people who jump at conclusions. There are many features of the business, which work to the disadvantage of the companies. In the first place the product must be caught in the waters of the north, and transported by a fleet of steamers, very expensive to operate, and then the product must be dispatched in refrigerator cars to the Atlantic coast, there to be distributed among the trade.

"The goods must be kept in absolutely perfect condition all this time, at an unvarying degree of temperature, and there are things which happen, such as delays in transportation, deficient refrigeration, etc., which may cause a shipment worth a large amount to be a total loss. After the goods arrive at their destination the fluctuations in the market have to be reckoned with. No indeed, the halibut business is not a path of roses by any means.

"Understand we don't object to legitimate competition. If a new firm desires to embark in the business in a business-like way we will be glad to see it succeed. But mind you, John D. Rockefeller himself couldn't come out here, engage in the halibut trade and hurt us, provided he conducted his business in a legitimate way with an eye to profit. He would have to create new territory and new trade for his product, however, and he wouldn't be able to show any better profit proportionately than would the already existing concerns."

Fine Stock and Share.

Sch. Paragon, Capt. William Hermon, stocked \$3102 as the result of her recent fine fresh halibut trip, the crew sharing \$93.10. This is one of the very best stocks and shares of the season. Capt. Hermon has been making a record for quick paying trips that is hard to excel.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Shepherd King, shore.
Sch. Richard J. Nunan, shore.
Sch. James S. Steele, shore.
Sch. Mary E. Silveira, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, 4.00 for medium.

Salt hake, \$1.25.

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barrelled, \$5.75 per bbl.

Shore frozen herring, for bait, \$2.50 to \$3.50 per cwt.

Fresh halibut, 12 cents per lb for white and 8 cents for gray.

Splitting prices of fresh fish, large cod, \$2.40 medium cod, \$1.50; haddock, \$1.00; hake 90 cts.; cusk, \$1.50; pollock, 65 cts.

Boston.

Sch. Ramona, 18,000 haddock, 1000 hake.

Sch. Gertrude, 16,000 haddock, 1500 cod, 6000 hake.

Sch. Catherine and Ellen, 2000 haddock, 2000 cod, 30,000 hake, 10,000 cusk.

Sch. Sadie M. Nunan, 10,000 haddock, 1000 cod, 5000 hake.

Sch. A. C. Newhall, 4000 haddock, 500 cod.

Sch. Mattakesett, 3000 haddock, 400 cod, 500 hake.

Sch. Nakomis, 1000 haddock, 13,000 cod.

Sch. Mary E. Cooney, 10,000 haddock.

Sch. Galatea, 8000 haddock, 500 cod, 1000 hake.

Sch. Teresa and Alice, 12,000 haddock, 1000 cod, 1000 hake.

Sch. Arbitrator, 16,000 haddock, 1500 hake.

Sch. Frances V. Silva, 18,000 haddock, 2000 cod, 2000 hake.

Sch. Minerva, 6000 haddock, 1000 cod, 1000 hake, 1000 pollock.

Sch. Manomet, 3000 haddock, 500 cod, 6000 hake, 4000 cusk.

Sch. Yakima, 45,000 haddock, 2000 cod.

Sloop Beulah Maud, 2300 cod.

Sch. Rapidan, 2000 cod.

Sch. Yankee, 1000 haddock, 13,000 cod.

Sch. Mertis H. Perry, 1500 haddock, 300 cod.

Sch. Venus, 1000 cod.

Sch. Hope, 10,000 haddock, 1000 cod, 1000 hake.

Sch. Olive Hutchins, 12,000 haddock, 1000 hake.

Haddock, \$1 to \$1.50; large cod, \$3 to \$3.50; market cod, \$1.15 to \$1.25; hake, \$1 to \$2.

THE OTHER SIDE OF THE WEATHER QUESTION.

It's all right to tell about this fine weather and I hope that it will continue, but there is another side to it. It's fine to be able to say that you have only used four tons of coal against seven or eight tons last winter. It's all right to say that you did not have to buy any new heavy clothes and that your wife concluded to make her old set of furs go, whereas if it had been cold and stormy, new ones she would have to have had. It's all right to tell about how much money the street railway and the city have been able to save because they had no snow shovelling.

It's all right to tell and think about these things, but just look at the other side of it and see if you think it is quite as good as you first thought. See if you don't think it would have been better all around if we had been having regular winter weather. In the first place, in considering this question, we must look at all sides, the rich and the poor, the consumer and the producer.

Now as the result of not having to buy so much coal, somebody has got to suffer, either the dealers, the owners of vessels who carry it and their crews laid off for lack of charters, or men who handle coal all along the route from the time it leaves the mine.

Then, you have not had to buy the usual supply of warm clothing. Well, somebody has to suffer by that; it may be the dealers with their big stocks on hand or the people engaged in making things usually used in winter.

Then take the ice problem. It's so warm that the prospect of a crop hereabouts is nil and even farther to the eastward and up in the country it is not any too good for an average cutting. This tends to mean high-priced ice next summer, which will be felt by all, and particularly by the poor in the congested districts of our great sweltering cities. This means suffering, illness to many and perhaps death to some.

Then again, there has been no snow to shovel on the railroads and highways. This much that hundreds of men have not been able to get the days of labor that they usually count on for the support of themselves and their families at this season of the year.

Then, getting right down to home facts, take the fish business. Everybody knows that, because of this unnatural warm spell, the salt fish trade is dull and our big dealers are feeling it and the fish they have on hand is high priced. Look at the spectacle of many big trips of fresh fish, almost alive, coming here all through this warm winter, to be split and salted, simply because there is no market for them. It is so warm that fish cannot be shipped the usual distances without spoiling and what is taken to supply the present poor market is brought at a very low price. This low price is caused also because the vessels are bringing an almost unheard of amount of fish. These great hauls are all owing to the extra fine weather, vessels being able to fish day after day without interruption and land big fare after big fare, until the market is fairly glutted.

A natural winter would mean a better market, a bigger demand, a much higher price and consequently more money for the owners, and what is perhaps more important, it means

more money for the fishermen and their families. It means much ready money put right out of circulation, for fishermen are the best spenders on earth. So bad has the season been on them that some have actually stayed ashore for a trip or two, feeling that what they got did not pay them for the actual work done.

The fishermen, owners and dealers are actually praying for cold, rough and stormy weather and they need it. And all this dullness of the fish trade and the great amount of fresh fish being brought here to split may have its effect on the price of the spring and early summer trips of the salt and fresh fish fleet.

So look at it from almost any point you will, and considering both sides of the question, it would seem that after all, a good natural winter, with its usual quota of cold weather, storms and snow, would be better all around than the present unnatural spell of warm air, clear skies and absence of snow and storms.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Kentucky, Brown's Bank, 75,000 lbs. fresh fish, 1600 lbs halibut.
Sch. Jubilee, Maine Coast, 500 bbls. frozen herring.
Sch. Mary E. Cooney, shore.
Sch. Emily Cooney, shore.
Sch. Pythian, shore.
Sch. Catherine D. Enos, shore.
Sch. Regina, via Boston.
Sch. Flora J. Sears, shore.
Sch. Latona, via Boston, 30,000 lbs. fresh fish.
Sch. Belbina P. Domingoes, shore.
Sch. A. C. Newhall, shore.
Sch. Manomet, shore.
Sch. Ramona, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.
Salt hake, \$1.25.
Salt haddock, \$1.75.
Salt cusk, \$2.50.
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.
Newfoundland salt herring, in bulk, \$4.50 per bbl.
Newfoundland salt herring, barrelled, \$5.75 per bbl.
Newfoundland frozen herring for bait, \$3 00 per cwt.
Shore frozen herring, for bait, \$2.50 per cwt.
Fresh halibut, 12 cents per lb for white and 8 cents for gray.
Splitting prices of fresh fish, large cod, \$2.40 medium cod, \$1.50; haddock, \$1.00; hake 90 cts.; cusk, \$1.50; pollock, 65 cts.

Boston.

Sch. Dixie, 500 haddock, 34,000 cod, 500 hake.
Sch. John M. Keen, 9000 haddock, 700 cod, 2000 pollock.
Sch. Mystery, 12,000 haddock, 1000 cod, 30,000 hake, 10,000 cusk.
Sch. Alcina, 55,000 haddock, 2000 cod.
Sch. M. Madeline, 13,000 cod.
Sch. Mina Swim, 14,900 haddock, 2500 cod, 6000 hake.
Sch. Mildred V. Nunan, 4000 haddock, 500 cod, 10,000 hake.
Sch. Carrie F. Roberts, 2000 cod.
Sch. Mary Edith, 12,000 haddock, 500 cod, 500 hake.
Sch. Helen B. Thomas, 10,000 haddock, 2000 cod.
Sch. Gov. Russell, 20,000 haddock, 1000 cod.
Sch. Emilia Enos, 10,000 haddock, 1000 cod.
Sch. Catherine Burke, 18,000 haddock, 18,000 cod, 2000 hake, 7000 cusk.

Sch. Louise C. Cabral, 12,000 haddock, 3000 cod.
Sch. Mattie Brundage, 10,000 haddock, 1000 cod, 2000 hake.
Str. Quartette, 2500 haddock, 2500 cod.
Sch. Rita A. Viator, 5000 haddock, 500 cod, 500 hake.
Sch. Massasolt, 13,500 cod.
Sch. Flavilla, 12,000 haddock, 1000 cod, 1000 hake.
Sch. Valentina, 11,000 cod.
Sch. Mary Cabral, 3500 haddock, 500 cod.
Sch. Tecumseh, 3500 haddock, 5000 cod, 1000 hake.
Sch. Seaconnet, 32,000 haddock, 2500 cod, 1200 hake.
Sch. Mary C. Santos, 36,000 haddock, 500 cod, 2000 hake.
Sch. Fish Hawk, 10,000 haddock, 700 cod, 700 hake.
Haddock, \$1 to \$1.25; large cod, \$3; market cod \$1 to \$1.50; hake, \$1 to \$2.50; pollock, \$2 to \$3.

Fishing Fleet Movements.

Sch. Claudia, Capt. Leonard Crowell, has fitted for a fresh and salt trip.

Fresh Herring the Year Round.

This has been the most remarkable winter in the history of Casco Bay. For the first time in three years herring have remained in the bay all winter and reports which came up from the lower islands yesterday morning are that large quantities of them are still being taken in Quogheg Bay and other inlets of the greater Casco Bay.

The fact that herring are remaining in the bay has also resulted in there being some of the finest fishing in that body of water for many years, and yesterday it was stated that large cod were being taken in good sized numbers in Broad Sound by fishermen from Great Obebeague, Long and the other islands of the lower and upper bay.

PASSED SCHOOLS OF HERRING.

Thousands of Barrels Seen Off Seguin by Sch. Margaret.

Capt. George H. Wonson of this city, who commands sch. Margaret of Beverly and who arrived at Searsport, Me., last Tuesday, writes to the TIMES that last Saturday night, while running from Portland to Searsport and between Seguin and Monhegan, they passed through school after school of herring. There seemed to be thousands of barrels lying there in large schools.

Halibut Sale.

The fare of sch. Carrie C. was sold to the New England Fish Company at 12 cents per pound for white and 8 cents for gray.

Three cars of Pacific halibut arrived at Boston yesterday.

Herring Notes.

Sch. Jubilee arrived here this morning from the Maine coast with 500 bbls. frozen herring. Sch. W. E. Morrissey opened her cargo of frozen herring here yesterday and began baiting vessels without delay.

The latest reports from Fortune Bay, N. F., say that the herring season there has been a complete failure, no herring at all having been taken either there or at Connaigre Bay.